

Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

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THE KAHUKU AFFAIR.

While men have been so absorbed in business as to be unable to give attention to it personally, there has been commenced and finished one of the most important criminal trials that has occurred in the history of these islands. A racial conflict between the Chinese and the Japanese at Kahuku resulted in the brutal murder of three, and the wounding of over twenty Chinese by Japanese assailants. And for these crimes five Japanese have been on trial for their lives.

It is fortunate, indeed, that the trial was before a competent and able judge; that the prosecuting officers were skilled and experienced men; that the defense was made by able counsel, and the jury was intelligent and conscientious. The white and dominant race stood between the two hostile races and administered justice, not according to Asiatic, but according to the Anglo-Saxon forms, and every right and privilege of the prisoners at the bar was carefully protected.

The trial developed the mixed character of our people. As parties and witnesses there were Americans, British, Portuguese, Hawaiians, Chinese and Japanese.

The verdict rendered, after a protracted trial may not be understood by many, as it is admitted that an unexpected and murderous assault was made by Japanese armed with clubs and knives, while the Chinese were unarmed, and some may believe that justice has not been done.

The provocation alleged by the Japanese was that on one Saturday afternoon several Japanese had been assaulted in the cane fields by several Chinese. On the following day, which was Sunday, the Japanese, after deliberation, armed themselves with pieces of wood, and partially with knives, and proceeded to the Chinese quarters, and made a sudden attack on them, clubbing and killing three and stabbing and wounding many others.

After a protracted examination the Government selected five who appeared to be either the leaders in the assault or most active in the attack on the Chinese, and charged them with the crime of murder.

The difficulty in presenting the proofs of the crime was in identifying by impartial testimony the parties who actually committed the murders. The conflict of testimony between the Chinese and Japanese witnesses was direct. No person of any other nationality was present at the moment of killing. The evidence showed the commission of brutal murders, but it was not easy to pick out of the crowd of assailants the few men who actually did the killing.

While all of the Japanese were parties to the assault, the identification of the men who actually did the deed was difficult. As no man can be legally convicted of crime unless his guilt is proved beyond reasonable doubt, the jury could only convict of the crime of murder in the first degree where the crime had been fixed upon the person charged with it beyond reasonable doubt.

Under the circumstances the jury, regardless of life, were greatly embarrassed. For if they convicted without due proof, they themselves violated the law, and if they failed to convict they seemingly approved of the acts of the rioters.

The verdict rendered shows from our Anglo-Saxon standpoint a very generous and wise leniency. The community is fortunate in having the ability to furnish such an excellent jury.

The promptness with which the rioters were arrested, tried and convicted, reflects the greatest credit on the Attorney-General's department. With our large population of mixed races, justice must be swift. With nine-tenths of the population uneducated in our methods of protecting life, it is necessary to show them that we are abundantly able to protect it by punishing crime. If the races living here are confident that we do protect them, there will not be any growth of the race suspicions which create trouble and insurrections.

Annexation does not remove the causes for race conflicts here, any more than it does in the States. Under the flag does not mean protection, as we know when the authorities of Idaho do not dare to arrest the murderers of our Honolulu boy.

The verdict in the Kahuku case may not give full satisfaction to the Chinese who were so cruelly assaulted, or to the Chinese community. But it does show them that there has been an earnest attempt to do justice, and that there is no discrimination against races.

CUBAN MISERY.

George Kennan says of the Cubans:

"The condition of many of the children in Guantanamo would excite the sympathy and pity of the most hard-hearted or indifferent observer. Before I saw them I should have thought it impossible that childish faces—faces of boys and girls only five or six years old—could so completely lose every vestige of youthfulness, and acquire such an expression of apathy, debility, and decrepitude. I saw on the streets, more than once, pale, anemic children, who could not have been more than five years of age, but who looked like worn, sickly dwarfs of fifty. The only expression in their thin, chalky faces was one of settled and habitual gloom—such an expression as comes into the faces of aged men and women who have endured a whole lifetime of privation and misery. I have since seen, in other parts of Cuba, more emaciated children, and children nearer, perhaps, to death; but never elsewhere have I seen children with the five-year-old bodies and the fifty-year-old faces of the children in Guantanamo."

These sufferings come from a revolution of the Cubans which almost destroyed the sugar industry of Cuba, and put the price of sugar so high that "millions" are quoted rather more freely in Honolulu than in Broad street, N. Y. It is a rare event in history when the self-sacrifice of a community directly puts vast profits into the pocket of another community, as the Cuban revolutionists have done to Hawaii. No doubt, if the Cubans had come in advance to Hawaii and said, "We will destroy the cane industry of Cuba, and put up the price of sugar provided you will divide the profit with us over and above the normal price," Hawaii would have blessed the Cubans for the chance and paid for their machetes, and the share of profits remitted up to this date to the Cubans would exceed two millions of dollars.

Stupid Cubans! You are, like your Spanish oppressors, bad at making bargains! If you had less patriotism and more business ways your children would not all now have the expressions which "come into the faces of aged men and women who have endured a whole lifetime of privation and misery."

Hawaii feels that there can be no nobler sacrifice than that of suffering for the sake of another's prosperity. If she has given nothing to feed these miserable children, it is the decree of a mysterious Providence who is amply able to send the ravens with bread to these "sickly dwarfs of fifty." And it is rather an unkindly suggestion that Hawaii is under the slightest obligation to the Cubans arising out of sugar profits made by the Cuban revolution. There is no human law that requires it, and as for moral laws, they are annoying things that the courts, thank God, have no jurisdiction over.

PROTECT CHARTERS.

In 1895 responsible promoters asked the Government to grant a charter for a Rapid Transit line. The Government, among several reasons that it gave for refusing the request, said that the Royal Mule line had received rights and privileges from the State, which it was under an implied contract to protect so long as the owners of the mule line supplied the public with "cannon-ball trains," and other facilities. But it was then said that although the owners of the mule line had not complied with the requirements of their charter that it would not be for the public interests to make undue haste in legally authorizing other rival concerns to impair its value by competition. And it was not until the mule transit concern had stolidly refused to accommodate the public for some years that the indignation of the community found expression in the just act of chartering another company which would virtually parallel it.

The same rule should be applied to the Hilo Railway Company, but it should be done with promptness and severity. After that company has had a reasonable time to furnish what it has agreed to furnish in the way of transportation, and it fails to do it, then it would be the duty of the Government to create new corporations that may meet the public requirements.

It is not to be assumed or suggested that the promoters of the proposed new line of railway are not acting in good faith. But they must come with in the social rule "first come, first served." They may have intended for many months to have asked for the charter they now apply for. They delayed to make the application for good reasons. But their intentions give them no rights. A intends to buy a certain piece of valuable land. It buys it. Does the fact of A's intention create rights for him to the injury of B?

Some people who have not studied the matters involved in these proceedings, believe that rival roads benefit the public. In really settled sections, where there is thickly settled sections, where there is really insufficient carrying power in the existing roads, this is a correct proposition. In the sparsely settled districts rivalry means bankruptcy or combination, and higher rates for transportation. The public

is not benefited, directly or indirectly, by the misfortunes of any industry.

Perhaps those who represent the capital offered to build the Honolulu and Hilo railway will find other openings for investment. This capital ought to find some occupation here. Our policy is, as a community, to put all of our eggs in the sugar basket, and this capital may be a little suspicious that the bottom of that basket may fall out some time or other. Perhaps the Hilo company will take the new promoters to its heart, and divide the honors with them. It would be a commercial crime to permit them to return home with their money uninvested.

THE CHINESE VIEW.

At a recent meeting of the Academy of Political and Social Science, held in the city of Philadelphia, the chief incident was an address on "China's Relation With the West," delivered by Wu Ting Fang, the Chinese Minister at Washington.

The Minister claimed that China was making gradual, but sure advances in the ways of Occidental civilization. But he did not understand, he said, the wide difference between the ethical and moral principles of the Western nations, including the United States, and their practices. Why should he understand it? The Chinese have, for centuries, despised war, and the soldier belongs to the lowest class of the community. On the other hand, the Western nations put soldiers in the front rank of citizenship, and even in the United States a successful fighter is usually the most popular public man.

The Minister, like other educated Chinese, has, no doubt, noble maxims of Confucius posted in gilded letters about his apartments, but he does not pretend to practice them excepting as he interprets them.

When his Government, after the suppression of the Tai-ping rebellion, cut off the heads of 80,000 rebels in Canton, it was done in the discharge of a "solemn duty," although it was regarded as a barbarous measure by the Occidentals. When the British blew open with shot and shell the gates of China in 1840 because they did not like the Chinese "protective" system, the Chinese regarded that as a barbarous act. The Chinese Minister does not really understand why the British make no discrimination against Chinese immigration so far as England is concerned, while they do discriminate. Nor do the Chinese see the logic of the American policy which insists on an open door for the introduction of American goods into China, but a nearly closed door to the introduction of Chinese goods into America.

If the Chinese Government declared that the introduction of American manufactured goods was a menace to Chinese civilization, and stopped the trade, Admiral Dewey would be ordered to bombard Canton and Foo-chow, in the interests of civilization. The practice of international morals is rather an intricate affair. How far the civilized nations can go in "skinning" the weaker races, or the unmillitary races, in order to make money out of them has not been settled, especially as it is largely a matter of guns. "The moral of this business," said the road agent to the unarmed traveler whom he had "held up," "is, that you had better learn how to use a shotgun."

China's mistake is that she is sadly ignorant of the latest methods of destroying mankind. If she will let the discussion of moral questions alone and spend five hundred million a year in armaments, her Minister will find that the civilized nations will modify their ideas about the practice of moral precepts.

CARE OF LABORERS.

The National Register Company of Dayton, Ohio, has a business man, a missionary and a genius for president.

The company has been very successful financially. Mr. Patterson, the president, resolved, some years ago, to make the business a philanthropy also. It was a dangerous undertaking. But there were some precedents for the proposition that the better the condition of the laborers, the better the permanent prosperity of the business. The eight-hour system secures as much labor as the ten-hour system elsewhere. This genius, Patterson, having shown what dividends he could make, then gave his old notions free play. The working rooms are fully ventilated. Twenty minutes of the company's time is allowed for pleasure. The company furnishes food at cost for luncheon. The houses of the employees are neat and the gardens pretty. The small boys of the families are furnished with land, and they cultivate and sell vegetables.

This place is like one of about a dozen in New England where great profits are made, and the owners of the factories are missionaries. The silk factory of the Chinese, near Hartford, Ct., is another of the double dividend players—one dividend to the stockholders, another dividend to the

community. One of the owners of the factory said, several years ago, that some of the young women employed in it refused to marry and leave it, until they were satisfied that homes elsewhere would be as comfortable.

In a public discussion of the subject of the relation of employers and employees, held in Albany in 1892, it was said that those employers of laborers in New England who had placed the very best environment about them suffered from no strikes.

RAILWAY COMPETITION.

Proposals to build railways in these islands are to be expected. And the use of foreign capital for this or any other good object is, of course, to be cordially welcomed.

If the desire of the promoters of "The Hilo and Honolulu Railroad" is to invest capital here without acquiring other or vested rights, and the whole community is to be benefited by the investment, there can be no doubt about the attitude the Government should take about it. The promoters, however, ask a chartered right to cut the throat of the Hilo Railroad Company, which already has a charter covering the privileges which the latest promoters ask for.

The granting or refusal of a charter to these promoters, involves the injury of the rights and privileges already granted to the Hilo Railway Company, and it involves what is of much greater importance, the protection of the whole community.

The promoters ask the right to "parallel" the Hilo Railway, whenever it is constructed, which means in plain language, the right to kill that Hilo company.

The "parallel" railways in the States have for twenty-five years caused the financial ruin of investors in such a vast amount of money that at last many States have interfered and forbidden it. The paralleling of four transcontinental lines on the Mainland cast three of them into bankruptcy and has prevented the earning of dividends. "Bradstreet's" stated several months ago that the commercial failures of a score of railways, whose securities involved over \$1,000,000,000, and the management of them by receivers in order to avoid creditors, was due, in a large measure, to "paralleling." Nearly all of the railways, especially in the younger States, have been "run" by the courts, a practice which is most intolerable, and the cause of it has been reckless rival construction.

The effect of free railway charters, to be had for the asking, has impaired and destroyed the value of well-conducted railways to an incredible amount, whose earnings were regular and upon which thousands depended for support. The officers of the Atchafalaya, Topeka and Santa Fe railway invested nearly \$30,000,000 in "paralleling" other roads from St. Louis to Chicago, with the result that the property went into bankruptcy, and thousands of investors were cruelly crippled in their incomes. It has just been taken out of bankruptcy, but it can earn no profit. Reckless promoters "paralleled" with the West Shore road, the lines of the N. Y. Central Railway Co. The result was that its gilt-edged securities declined, thousands of people were crippled, and the Central road finally absorbed it at an enormous cost.

Promoters of these parallel lines do not put their own money into these roads, but take the money of a confident public, who do not understand these matters, and are the sufferers. The widows and orphans of the East have made many of the promoters of the parallel roads rich, through the "construction accounts," but thousands of homes have been made desolate through the "deadly parallel."

When railroad charters are granted only upon consent of the Government, the responsibility of preventing these disastrous results is upon the Government. It would be an intolerable abuse of power to permit it.

The Executive, after due consideration, and on its own terms, granted the Hilo Railway charter. It acted for the public, and is presumed to have taken every precaution to secure the public from injury of any kind.

Although the charter granted to the Hilo company does not contain an exclusive right to build railways, the Government, having full discretion in the case, is bound to see that the rights that it has already granted to another company are protected, if that company reasonably fulfills the objects of its charter, and only so long as it does so.

The discretion given by law to the Government is for the protection of an industry, and not for its destruction. It would be a miserable conception of its duty to the company and the public, to permit that company to be strangled by a useless rivalry. Having once granted privileges, it is bound to protect them as a matter of public good faith. It would strike a fatal blow at the security of investments if it did not.

Terrible Pains

In the Stomach—Dreadful Headaches—Face and Neck Covered With Boils—Cured by Hood's Sarsaparilla—Skin is Now Clear.

"I was covered with boils all over my face and neck. I had dreadful headaches and pains in my stomach. I took medicines, but was not much benefited, and I procured six bottles of Hood's Sarsaparilla. After taking the first bottle I could see an improvement. When I had taken a few more bottles the boils had all gone, my skin was clear, my appetite returned, and my health was entirely restored. I am thankful I ever found such a blood purifier as Hood's Sarsaparilla. I paid out a good deal of money for useless medicines before taking Hood's Sarsaparilla." W. F. BECKWITH, Hurlock, Maryland.

If you decide to try Hood's Sarsaparilla do not be induced to buy any other.

Hood's Sarsaparilla
Is the Best—in fact the One True Blood Purifier. Be sure to get Hood's. Price \$1.50 for \$5.

Hood's Pills are the only pills to take with Hood's Sarsaparilla.

It is admitted that two rival roads cannot be made to pay in Hawaii. If there were enough business for two roads, the question would be far less serious.

Until the Hilo company has been guilty of laches, has failed to fulfill the purposes for which its charter was given, it has the right to claim protection against all who propose to cripple and destroy it.

IS HE A BAD MAN?

The Nation (N. Y.) is exasperated beyond endurance at President McKinley's policy toward the Filipinos, and declares that "since the partition of Poland there has not been a transaction which can equal in nefariousness our pretense that we have bought the Philippines from Spain under international law."

The partition of Poland was one of the dreadful crimes of history, and has been always denounced by all the nations that did not get a piece of that country whose people now send out so many hopelessly dirty emigrants to America.

But the Nation's invective does not appear to disturb the President. "What did you do, Senator, when your opponent denounced you so bitterly in the debate?" "Oh, I just went to sleep until the Vice-President sent one of the pages around to stop my snoring." The President is quite wise in sleeping through the delivery of the Nation's abuse, because it does him no real harm.

The Nation, not quite satisfied with this denunciation, then tells the President that Russia has never committed a more terrible act of "gas and crime."

The reasonable anti-expansionists may be in some doubt about the wisdom of the President's policy, but the extreme anti-expansionists feel that the Nation has hardly done justice to the subject.

It looks as if the Nation has done its best, has exhausted its ammunition, has made its last grand charge against the President, and has now fallen back faint and breathless into the arms of its friends.

It is a curious coincidence that the Nation attacked President Dole in the same way for five years, and with about the same results. It called the men in the Cabinet "thieves and pirates," and the natural scheme of political evolution here a crime.

Assuming, as it does, to be the guide and instructor of educated men in the States, it is singular that it seems to invariably denounce those acts, irregular, perhaps, but necessary to the real purposes of mankind. Had the Nation existed in 1775, it would have been a Tory paper, because it would not have acknowledged the right of revolution. And, of course, it would have predicted the final collapse of the Revolution, just as it steadily predicted the overthrow of the noble Republic here.

The Nation's tirades against the President are as effective as the speech of the attorney to the Arkansas jury in the hog case: "If, gentlemen, you give a verdict to the plaintiff against my client, you will uphold justice from the soil of Arkansas, and its mangled remains will be seen flying in the air, and the earth will be covered with darkness."

By the way, the old stock of words used by the Nation in attacking our local Government during the transition period, such as "cowards," "traitors," "incompetents," appear to have been shipped out to one of our local journals, as second-hand stuff, at reduced prices. The editor of the Nation should feel quite delighted if he happened to see these rare words, so often used in its columns in abusing the Dole Government, pumped into the same Government by the organs of some Patriots. The editor must feel that he has not worked in vain, when he finds that the only convert in the country to his views about the Dole Government is to be found in this territory.

EXCHANGE NO. 2

"Hawaiian" Closes List and Elects Officers.

Eight Names on the Roll—E. C. Winston Is President—Session to Be Held at 1 p. m. Daily.

An association to be known as The Hawaiian Stock Exchange, composed of brokers trading in the various securities handled in the local market, has been formed. The first session will be held at 1 p. m. on Thursday of this week, and thereafter daily at the same hour. For the present the meeting place will be in the office of J. H. Schnack, Merchant street, the Irwin building. These are the officers of the second stock exchange to come into the field here:

President—E. C. Winston.
Vice-president—J. H. Schnack.
Secretary—William Savidge.
Treasurer—J. S. Walker.

The other members are: James H. Love, E. R. Biven, A. Gartenberg, Charles Phillips. There are eight names on the roll, with five applications for membership pending.

The Hawaiian will do business upon the lines of the existing exchange, with a few departures. There will be no fee for the listing of securities. All stocks in which there are dealings will be called without charge. Reports will be published daily. At the rooms of the Hawaiian will be kept the exhibits of the various corporations and much other matter of interest to members and patrons of brokers.

Organization of the second exchange has grown out of dissatisfaction in certain quarters over the methods or rules of the pioneer or the action of some of the members of the old exchange. Promoters of the rival say they are confident of keeping it a live and of gaining for it a standing in the community. There has been talk of the Hawaiian for a couple of months. Its members, with the exception of Mr. Biven, a quite recent arrival, are all well known to Honolulu people.

OVER THE SIDE.

Rig Chartered By Tourists Overturns on Punchbowl.

A party of pleasure seekers had a narrow escape from death yesterday afternoon. Three tourists, two ladies and a gentleman, from the China, had hired a carriage to visit Punchbowl to obtain from its heights the famous view of the city. Everything went along nicely until that point in the road near the old cannon was reached. Suddenly the horse veered and plunged his forefeet over the wall. The incline at that point is very steep. The driver braced himself and put all his strength on the reins. The downward descent of the horse was checked. The ladies and gentleman instantly got out of the rig. In the meantime the horse was plunging and the driver's strength waning. He handed the reins to the gentleman of the party and jumped to the ground. But in doing this the pull was relaxed. In a moment horse and carriage were rolling down the incline. For about forty feet they crashed through the brush and over the rocks. It seemed impossible that the horse would not be killed and the carriage smashed to kindling wood. Help was summoned and after much exertion the horse was released and the rig drawn up to the road. The horse escaped without a scratch, and the sum total of the damage to the carriage was a shaft broken. The tourists returned to the city, took another rig and went back to their sight seeing, which had received such a startling interruption.

Capt. Barker, of the Oregon, is senior naval officer at Manila on the departure of Dewey.

The organization of the cycle trust has been completed with a capital of \$500,000,000.

Lieutenant-Colonel Duboce has been appointed to the Colonely of the California Volunteers.

Dewey goes home in his flagship, the Olympia. He was to sail from Hongkong on the 20th.

Major Metcalf has succeeded Brigadier General Fred Funston as Colonel of the 20th Kansas.

Mrs. Minton, wife of Mr. Minton of Gear, Lansing & Co., arrived by the Peking this morning.

The cruiser Boston was to leave San Francisco for this port shortly after the Peking's departure.

The annual California 100 mile bicycle relay race was won by the Olympic club of San Francisco.

The news was brought by the Peking that the Troquois has been ordered to proceed at once to Manila.

What is probably the largest tree in the world has just been organized. It is the steel and iron combine with a capital of \$500,000,000.

On the 14th inst. Grover Cleveland returned from a hunting trip and stated that the report of his death had been greatly exaggerated.

The transport Centennial left San Francisco for Manila on the 15th. The Valencia arrived in San Francisco from Manila the next day.